

## Potential Early Investment Projects that Support Development of the California High Speed Train

**Draft: For Internal Discussion Only**

### Project Criteria Under Refinement - Individual Project Criterion to be Developed

[illegible]

[illegible]



[illegible]

### Capacity / Operational Improvements

[illegible]



[illegible]

TOTALS	\$3,572,250,000	
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"Palm-LA " or "Ana-LA" project within HST Phase 1.  
County designation only (i.e. "OC") connectivity/linkage  
project.

## Attachment B : Performance Criteria

### 8-Feb-12

Number	Criterion	Description	Comment
1	County Priority	Specific priority for each county.	
2	Project Readiness by 2020	Project has the ability to have funding obligated for construction by 2020.	
3	Fits Within Statutory Requirements for Proposition 1A Funding for Phase 1.	Project meets the requirements of Proposition 1A according to the Attorney General.	Need to discuss how other projects are addressed within criteria. If a project does not meet this requirement, how do we pursue other funding sources.
4	Regional Connectivity to the HST System/Linkages	The project contributes to the HSR system and the "Blended Approach" as a regional connector/feeder system.	See No. 2 above.
5	Improved Operations/Speed	The project improves speed and operational efficiency for the existing commuter service.	
6	Enables Development of the High Speed Train System	The project is located on a HSR corridor where the proposed project benefits the ultimate HSR system as well as existing commuter/intercity rail.	Need to discuss the projects in this relationship. How do we work with projects defined to gain capacity versus those that will ultimately benefit HSR; i.e: grade separation vs. grade crossing enhancement.
7	Independent Utility	The project has immediate benefit for commuter and intercity rail apart from HSR.	
8	Enhanced Capacity	The project increases commuter/intercity system capacity with additional trackage and/or signaling.	Several projects identified as "double tracking" have the possibility of varying degrees of benefit to the HSR system in the following ways: 1. Adding another track in the similar location as the existing track. 2. Adding another track while moving the track into the final location to accommodate HSR.
9	CPUC Hazard Ranking (Sec 190)	The project's ranking applying the CPUC Section 190 formula.	Provides an objective ranking.
10	Safety Improvements to Increase Speed	Grade crossing enhancement to correlate with speed or other operational improvement.	
11	Leverages Local Investment	Local or other funding matches or other in-kind resources.	This needs to be discussed further as to how it is applied.